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CORONA

DURING THE DETAIL ANALYSIS-EVALUATION OF 9050 (M17) THE FOLLOWING FACTS WERE JUST UNCOVERED.

1. NEAR THE END OF PASS D38 THERE OCCURRED A CHANGE IN THE OVERLAP BETWEEN PHOTOGRAPHS AND AN EXPOSURE PROBLEM INVOLVING THE LAST 8 FRAMES OF THE FORWARD CAMERA AND THE LAST 9 FRAMES OF THE AFT CAMERA.

2. ON THE FORWARD CAMERA BETWEEN FRAMES 138 AND 139, AND ON THE AFT CAMERA BETWEEN FRAMES 135 AND 136 THERE WAS A TIME GAP OF 38.2 SECONDS. (APPARENT CAMERA SHUTDOWN) THIS IS EQUAL TO A LOSS OF APPROXIMATELY 110 NAUTICAL MILES GROUND COVERAGE.

3. FORWARD CAMERA EXPOSURE 138 WAS NORMAL AND EXPOSURE 135 OF THE AFT CAMERA WAS NORMAL. AT THIS POINT NORMAL EXPOSURE ENDED AND FOR THE REMAINDER OF THE PASS PHOTOGRAPHY FROM BOTH CAMERAS WAS OVER EXPOSED. STARTING WITH FRAME 139 FORWARD CAMERA AND 136 AFT CAMERA THE CYCLING RATE INCREASED FROM 2.5 SECONDS TO 5.1 SECONDS. THIS CAUSED SERIOUS OVER EXPOSURE ON THE LAST

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8 FRAMES OF THE FORWARD CAMERA AND THE LAST 9 FRAMES OF THE AFT CAMERA. IN ADDITION TO OVEREXPOSURE THERE ARE ALSO TIME GAPS BETWEEN EXPOSURES RESULTING IN GROUND COVERAGE LOSS BETWEEN EXPOSURES.

5 4. THERE WAS NO INDICATION OF CAMERA SHUTDOWN IN

[REDACTED] THE END OF PASS MARKER DID NOT APPEAR AT THIS UNPLANNED CAMERA SHUTDOWN POINT. IT DID APPEAR AT OTHER CAMERA SHUTDOWN TIMES AS IT SHOULD. PASS D38 WAS A SPLIT PASS WITH THREE PROGRAMMED SECTIONS. THE LAST SECTION CONTAINED APPROXIMATELY 27 FRAMES. CAMERA ON FOR THE LAST SECTION WAS 2286 SEC UP RAMP.

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6 5. THE SIMULTANEOUS SHUT DOWN OF BOTH CAMERAS AND THE SIMULTANEOUS CHANGE IN CYCLING RATE FROM THE SCAN RATE AT END OF RAMP TO THE SCAN RATE AT BEGINNING OF RAMP (RAMP 3 WAS OPERATING) SEEMS TO INDICATE SOME FORM OF COMMAND PROBLEM THAT MAY HAVE CAUSED A SHIFT IN THE RAMP CYCLE OR THE POSITION ON RAMP.

S E C R E T

CFN 0496 9050 (M17) PASS D38 A 8 FRAMES 9 FRAMES AFT 138 139 AFT 135 136 A GAP 38.2 SECONDS A 110 NAUTICAL MILES 138 135 AFT 139 136 AFT 2.5 SECONDS TO 5.1 SECONDS 8 FRAMES 9 FRAMES AFT NO INDICATIONN [REDACTED] 70 NOT APPEAR D38 A 27 FRAMES 2286 RAMP RAMP 3 A

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